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ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND TELEPHONES

OF THE

PROVINCE of ALBERTA

1914

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON :

PRINTED BY J. W. JEFFERY, GOVERNMENT PRINTER

1915

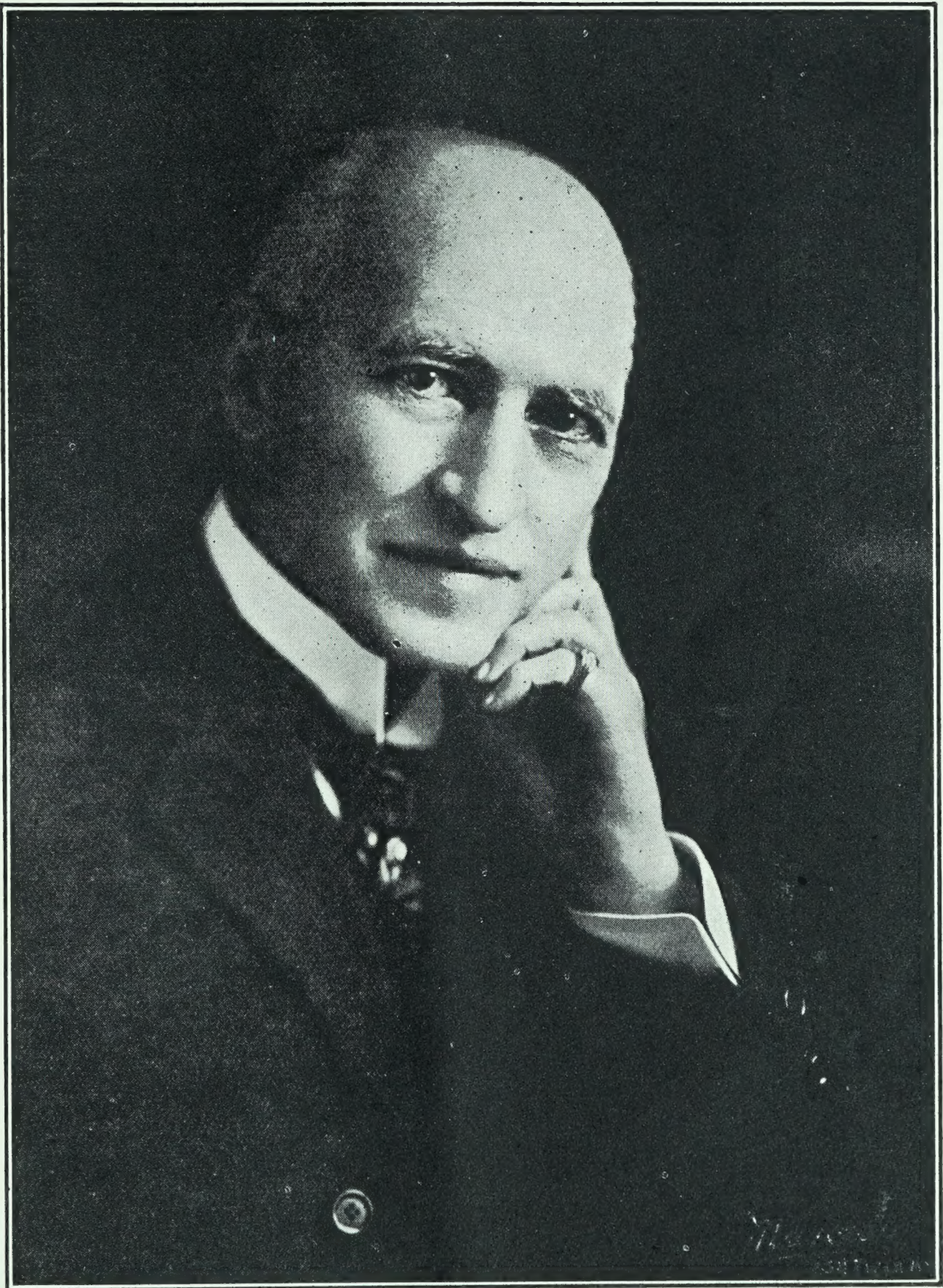


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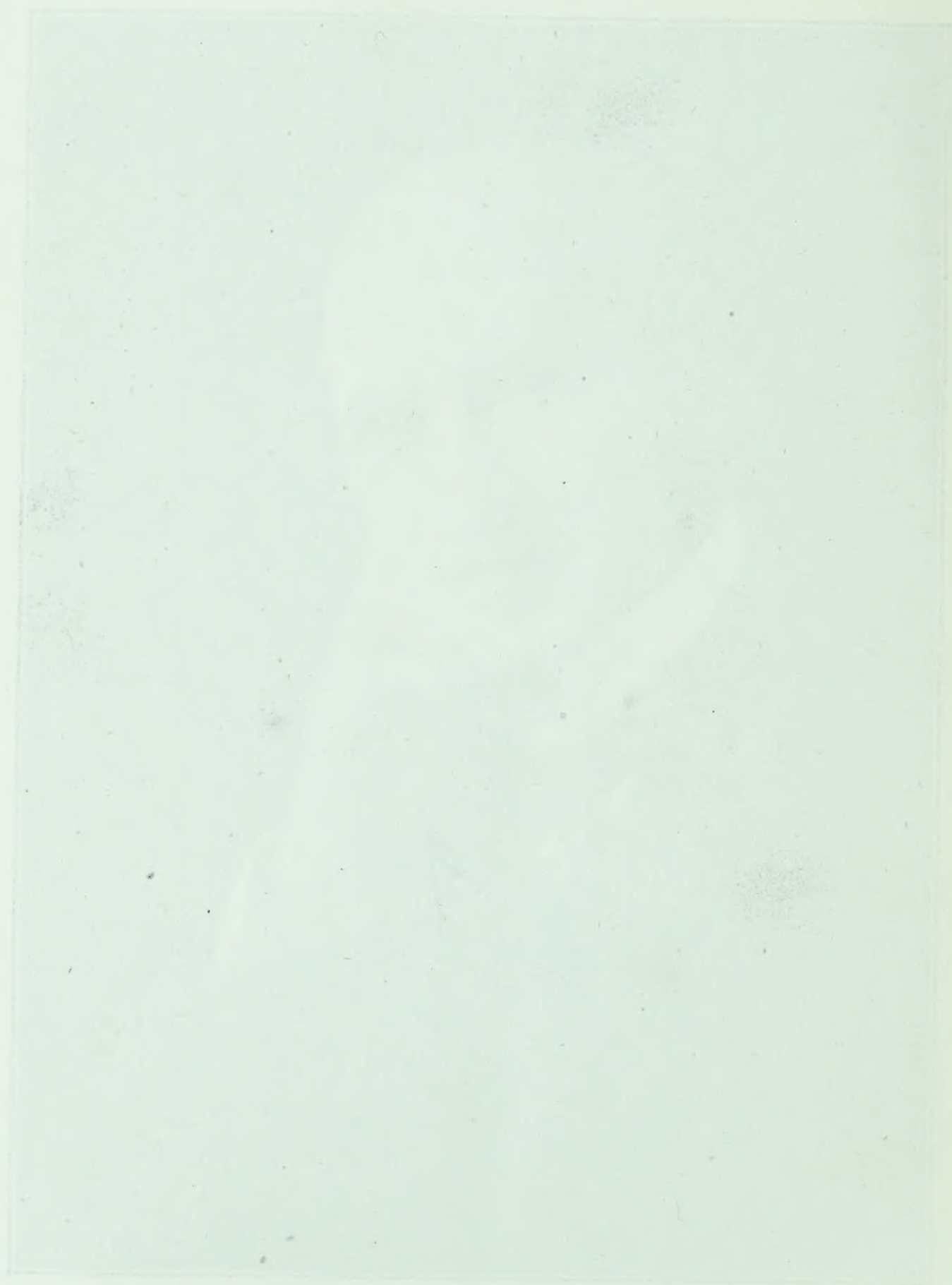
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HON. ARTHUR L. SIFTON, PREMIER.



EDMONTON, Jany. 1st, 1915.

To His Honour,

GEORGE HEDLEY VICARS BULYEA,

Lieutenant Governor of the Province of Alberta,

Edmonton, Alberta.

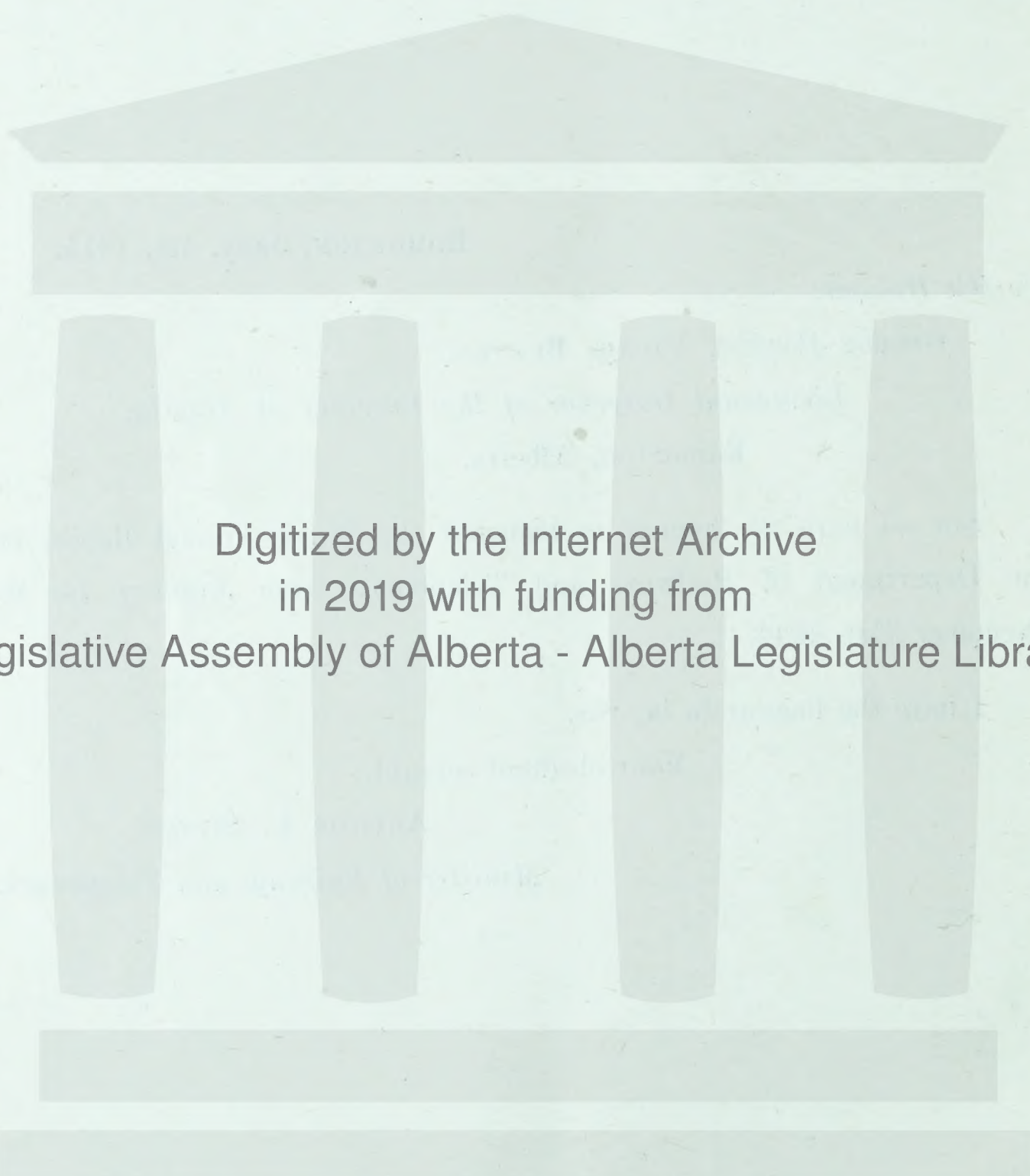
SIR,—I have the honour to transmit the Third Annual Report of the Department of Railways and Telephones from January 1st to December 31st, 1914.

I have the honour to be, Sir,

Your obedient servant,

ARTHUR L. SIFTON,

Minister of Railways and Telephones.



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REPORT
OF THE
DEPUTY MINISTER
DEPARTMENT OF RAILWAYS & TELEPHONES

EDMONTON, January 1st, 1915.

THE HONOURABLE ARTHUR L. SIFTON,
Minister of Railways and Telephones,
Edmonton, Alberta.

SIR,—I have the honour to submit the Annual Report of the Department of Railways and Telephones for the year ending December 31st, 1914.

The Government now owns and operates 165 Telephone Exchanges with 27,514 Subscribers' Stations, there being 18,192 Exchange and 9,322 Rural telephones. There were 3,620 Exchange and 1,928 Rural installations; 4,482 Exchange and 363 Rural removals—a decrease of 862 Exchange and an increase of 1,565 Rural, or a net gain of 703 stations.

The Edmonton Municipal Exchange with 8,650 Subscribers' Stations, the Red Deer private owned Exchange with 400 and small rural associations with 120 Subscribers' Stations are connected with and receiving the benefit of the well developed Provincial and Inter-Provincial service of the Government, which means that 36,684 homes and business places are enjoying practically a universal telephone service.

Local Exchange service was instituted at 18 additional points.

Continuous service is given at 37 Exchanges.

Our Long Distance lines now comprise 16,112 miles of wire on 3,845 miles of poles.

Government Telephone Offices now number 304, having opened 57 new Toll Offices and 14 Offices formerly receiving toll service were changed to Rural or Pay-station service.

550 cities, towns, villages and communities in the province are now served by the Government system of Toll and Rural Lines.

During the year our Long Distance System was linked up with the Saskatchewan Government System and an inter-change service inaugurated covering the territory Edmonton to Saskatoon and Calgary to Regina. Inter-Provincial service now extends to 22 points in Saskatchewan and 35 points in British Columbia.

Our Rural Line System now comprises 27,722 miles of wire on 8,345 miles of poles, giving service to 9,322 rural homes.

During development, the uncertainty as to the permanency of residence, both rural and urban, and also the uncertainty as to the ultimate trade centres of many new and even some of the older settled districts, requires a careful study of the situation, in order to avoid, if possible, the danger of overloading the system with "dead" or non-revenue producing Rural, Exchange or Toll Line Plant. In this connection I may say that we have extended rural service to and built run-offs for 808 subscribers, who have either cancelled their service or moved away, and in addition to this there are 169 miles of "dead" pole line and 342 miles of "dead" wire at the end of leads and branches.

Our construction unit costs for the year were: Exchange, \$143.14; Rural, \$207.85.

The average substation rental revenue was: Exchange, \$22.87; Rural, \$15.89, a general average of \$20.96 per station per annum.

Percentage of gross earnings to plant investment was 12.19.

Operating expenses were 34.6% and maintenance 17.5% of gross earnings.

Financial and Departmental Officers' reports follow.

I have the honour to be, Sir,

Your obedient servant,

W. J. HARMER,

Deputy Minister of Railways and Telephones.

STATEMENT OF CAPITAL EXPENDITURE, 1914

Stock, Tools, etc., on hand January 1st, 1914.....	\$ 800,572.12	
Expenditure 1914	736,467.88	
	<hr/>	\$1,537,040.00
PLANT ADDITIONS		
Toll Lines	\$113,897.43	
Exchanges	429,421.28	
Rural Lines	400,749.25	
Buildings and Sites	29,562.06	
	<hr/>	\$ 973,630.02
Not distributed	\$ 37,623.56	
Stock on hand, December 31, 1914	525,786.42	
	<hr/>	563,409.98
		<hr/>
		\$1,537,040.00

STATEMENT OF REVENUE—RECEIPTS AND EXPENDITURE

REVENUE		
Exchange Rentals	\$425,715.15	
Rural Rentals	148,148.30	
Tolls	393,347.26	
Miscellaneous	24,405.93	
	<hr/>	\$991,616.64

ANALYSIS OF REVENUE		
Rentals and Tolls	\$864,314.58	
Miscellaneous	24,405.93	
Outstanding Accounts	96,284.74	
Uncollectible Accounts cleared	6,611.39	
	<hr/>	\$991,616.64

DISBURSEMENTS		
Operation	\$343,843.43	
Maintenance	174,458.47	
Extraordinary maintenance	11,416.92	
Interest	381,515.19	
Sinking Fund	44,201.00	
Uncollectible Accounts cleared	6,611.39	
Earned Reserves	29,570.24	
	<hr/>	\$991,616.64

STATEMENT SHOWING PLANT CAPITALIZATION AND EARNINGS OF THE VARIOUS BRANCHES WITH PERCENTAGE OF EARNINGS ON EACH.

	<i>Capitalization</i> Dec. 31, 1914	<i>Earnings</i> 1914	<i>Percentage</i> <i>Earned</i>
Exchanges	\$3,608,339.28	\$425,715.15	11.79
Toll Lines	2,146,376.96	393,347.26	18.32
Rural Lines	2,181,131.26	148,148.30	6.79
	<hr/>		<hr/>
	\$7,935,847.50		12.19

VALUATION OF OPERATING PLANT AND CAPITAL
EXPENDITURE.

Toll Lines	\$1,996,843.38
Exchanges	3,458,805.75
Rural Lines	2,181,131.26
Buildings and Sites	299,067.11
Stock, Tools, Etc.	525,786.42
Not Distributed	90,453.15
	<hr/>
	\$8,552,087.07

EDMONTON, January 1st, 1915.

W. J. HARMER, ESQ.,

Deputy Minister of Railways and Telephones,

Edmonton, Alberta.

SIR,—Herewith I beg to submit a resume of the work carried out by the various departments during the year 1914:

LONG DISTANCE LINE CONSTRUCTION

LINE		WIRE		POLES	
From	To	Composition	Mileage	Class	Mi'age
Belvedere to Lawton		No. 9 Iron	14.5	B	7.25
Cluny to Queenstown		No. 12 Iron	60.	B	29.25
Delburne to Lousana		No. 12 Copper	15.5	A	2.
Edmonton to St. Albert		No. 12 Copper	15.5		
Edmonton South		No. 12 Copper	82.5		
		No. 10 Copper	33.	A	8.25
Grainger Loop		No. 9 Iron	5.	B	1.25
Greenshields Loop		No. 12 Copper	9.2	B	2.3
Hanna to Youngstown		No. 12 Copper	54.		
		No. 10 Copper	14.	A	32.75
Hazel Bluff to Barrhead		No. 9 Iron	42.	B	21.
Irvine to Walsh		No. 12 Copper	23.5	A	11.25
Kitscoty to Vanesti		No. 12 Iron	60.2	B	29.1
Lewiston-Tawatinaw-Rochester					
Loops		No. 12 Copper	3.2	B	1.6
Manville to Saltaux		No. 12 Iron	35.	C	17.5
Milk River to Lucky Strike		No. 12 Iron	68.5	B	33.25
Millet to Mulhurst		No. 12 Iron	51.	B	11.
Mountain View to Glenwoodville		No. 12 Iron	51.5	B	24.
Mecheche Loop		No. 12 Copper	7.	B	1.75
Pakan to Mortonmoor		No. 9 Iron	59.24	B	29.62
Philips Loop		No. 12 Copper	2.	B	.5
Raymond to Stirling		No. 12 Copper	19.2	A	6.
Rowley Loop		No. 12 Copper	2.	B	.5
Shandro to Wahstao		No. 9 Iron	25.5	B	12.75
Therien Bridge		No. 9 Iron	4.	B	2.
Trochu to Huxley		No. 12 Copper	22.	A	9.
Wainwright to Chauvin		No. 12 Copper	91.	B	42.
Walsh to Provincial Boundary		No. 12 Copper	4.	A	2.
Westerose to Battle Lake		No. 9 Iron	25.	B	12.5
			899.04		350.37

During the year 1914, 1,342 miles of pole line and 4,776 miles of wire were erected for rural lines at the following points: Athabasca, Barons, Bassano, Bawlf, Bentley, Blackie, Bowden, Bruderheim, Camrose, Cardston, Castor, Carmangay, Champion, Cheadle, Claresholm, Clyde, Cochrane, Conjuring Creek, Coronation, Cowley, Crossfield, Dids-

bury, Donalda, Edberg, Fort Saskatchewan, Gadsby, Gleichen, Granum, Halkirk, Hardisty, High River, Holden, Huxley, Islay, Lacombe, Lamont, Langdon, Leduc, Legal, Lougheed, Manville, Markerville, Mayton, Meeting Creek, Millet, Morinville, Milk River, Nanton, New Dayton, New Norway, Olds, Parkland, Pincher Creek, Ponoka, Provost, Raymond, Retlaw, Riviere Qui Barre, Sion, St. Albert, Stavely, Sunnyslope, Taber, Tofield, Trochu, Veteran, Viking, Vulcan, Warner, Westeros, Wetaskiwin.

NOTE: The work at Wetaskiwin and Camrose, which consisted of transferring Bittern Lake Rurals to these two points, was not completed until January, 1915.

Miscellaneous rural construction, connecting up 284 subscribers, was carried out by the superintendents at the following points: Acme, Airdrie, Alix, Ardrossan, Barons, Bashaw, Bentley, Blackie, Blackfalds, Bon Accord, Botha, Bottrel, Bruderheim, Calgary, Camrose, Cardston, Carmangay, Carstairs, Cayley, Champion, Claresholm, Clive, Cochrane, Cowley, Crossfield, Daysland, Didsbury, Edberg, Edmonton, Edwell, Erskine, Fishburn, Fort Saskatchewan, Granum, Gleichen, Halkirk, Hardisty, Harmattan, Hastings Coulee, High River, Innisfail, Iron Springs, Killam, Lacombe, Lamont, Leduc, Lethbridge, Lloydminster, Lougheed, Macleod, Manville, Millet, Milnerton, Mirror, Monarch, Morinville, Mundare, Nanton, Nevis, Nobleford, Okotoks, Olds, Penhold, Pincher Creek, Ponoka, Ranfurly, Red Deer, Rimbey, Rolling Green, Sedgewick, Springbank, Stavely, Stettler, Strathmore, Strome, Taber, Tofield, Trochu, Vegreville, Vermilion, Wabamun, Warner, Westeros, Wetaskiwin.

New Exchanges were installed at the following points:

Bashaw	.....	21	Subscribers	Lougheed	.....	17	Subscribers
Consort	.....	17	"	Munson	.....	26	"
Chauvin	.....	13	"	Monitor	.....	17	"
Drumheller	....	32	"	Mirror	.....	25	"
Donalda	.....	16	"	Milk River	.....	2	"
Ferintosh	.....	11	"	Retlaw	.....	20	"
Halkirk	.....	20	"	St. Paul	.....	25	"
Hanna	.....	46	"	Three Hills	....	25	"
Kitscoty	.....	15	"	Youngstown	...	33	"

In the Southern Division there were 3,001 Exchange installations and 3,990 Exchange take-outs, 907 Rural installations and 268 Rural take-outs. In the Northern Division there were 619 Exchange installations and 492 Exchange take-outs; 1,021 Rural installations and 95 Rural take-outs, making a decrease of 862 Exchange and an increase of 1,565 Rural subscribers' stations.

Medicine Hat Exchange Plant was completely rebuilt to take care of the installation of a full Automatic Exchange which was cut over December 28th, 1914.

The re-construction of the outside plant at Wetaskiwin was started in December to take care of the moving of the office from the present rented quarters to the new Exchange Building.

Cable work was carried out at Alix, due to a fire; Blairmore, on account of the moving of the town of Frank; Killam, Lloydminster, Nanton, Okotoks, Sedgewick and Vermilion, to take care of Rurals coming into the exchange, or new business.

An order of the Board of Railway Commissioners made it necessary to lay underground conduit for one block through a lane in Calgary in order to place our cables underground. In Lethbridge underground conduit was laid for one block on account of the new subway under the C. P. R. tracks.

The following offices were burned out during 1914: Aldersyde, Carbon, Carlstadt, Didsbury, Kananaskis, Mayton and Shandro, while portions of our outside plant were burned at Acme, Aldersyde, Airdrie, Alix, Carlstadt, Consort, Didsbury, Gadsby, Pincher Creek and Ponoka.

Toll Lines were built into the following new points: Allerston, Barrhead, Battle Lake, Brunelles, Caldwell, Chahley, Chauvin, Comrie, Cummings, Currey, Earlie, Edgerton, Edwand, Glenwoodville, Grainger, Greenshields, Heath, Hillspring, Huxley, Kippenville, Larsen, Lawton, Lewiston, Lousana, Lucky Strike, Major, Manola, Masinasin, Mecheche, Milo, Mortonmoor, Moyerton, Mulhurst, Nakamun, North Bank, Philips, Pine Creek, Queenstown, Retlaw, Ribstone, Richdale, Rochester, Rossington, Rowley, Saltaux, Scotfield, Scotstoun, Southworth, Stanmore, Tawatinaw, Therien, Vanesti, Walsh, Wahstao, Wasel, Youngstown, Yeoford.

The following Toll Offices were closed: Aetna, Battenburg, Coleridge, Crowfoot, Edison, Falun, Lundbreck, Midnapore, Ministik, Morley, Nakamun, Retlaw (re-opened later), Rolling Green, Tollerton.

On account of the change of agents or the location of the office, equipment was moved at the following points: Aetna, Amisk, Bashaw, Blackie, Beiseker, Carlstadt, Craigmyle, Curlew, Donalds, Dunmore, Edson, Gadsby, Halkirk, Highland, Innisfail, Irvine, Islay, Kimball, Leduc, Legal, Monarch, Morinville, Pakan, Rolling Green (transferred to Retlaw), Rumsey, Sion, Soda Lake, Strathmore, Swalwell, Tilley.

REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1914.

Toll Line No.	From	To	Composition	Miles	Offices
* 1	Edmonton	Lacombe	No. 12 Copper	168.	Edmonton, Wetaskiwin, Lacombe.
2	Lacombe	Rimbey	No. 12 Copper	70.	Lacombe, Gull Lake, Bentley, Rimbey.
3	Lethbridge	Cardston	No. 12 Copper	140.	Lethbridge, Raymond, Magrath, Spring Coulee, Cardston.
* 4	Lethbridge	Coutts	No. 12 Copper	194.5	Lethbridge, Raymond, Stirling, New Dayton, Warner, Milk River, Coutts.
PP 5	Calgary	Wetaskiwin	No. 12 Copper	83.	Calgary, Lacombe, Wetaskiwin.
			Phantom	114.5	
* 6	Calgary	Macleod	No. 12 Copper	242.5	Calgary, High River, Nanton, Stavely, Claresholm, Macleod.
7	Calgary	High River	No. 9 Iron	80.	Calgary, De Winton, Okotoks, Aldersyde, High River.
* 8	Lethbridge	Blairmore	No. 12 Copper	215.5	Lethbridge, Macleod, Pincher Creek, Blairmore.
9	Calgary	Innisfail	No. 9 Iron	177.5	Calgary, Airdrie, Crossfield, Carstairs, Didsbury, Olds, Bowden, Innisfail.
* 10	Calgary	High River	No. 12 Copper	80.	Calgary, High River.
11	Lethbridge	Iron Springs	No. 12 Copper	1.	Lethbridge, Diamond City.
* 12	Calgary	Macleod	No. 12 Iron	64.	Iron Springs.
			No. 12 Copper	242.5	Calgary, High River, Nanton, Claresholm, Macleod.
13	Olds	Huxley	No. 12 Copper	15.5	Olds, Mayton, Curlew, Trochu, Huxley.
			No. 9 Iron	86.5	
* 14	Macleod	Blairmore	No. 12 Copper	127.	Macleod, Pincher Creek, Blairmore.
15	Edmonton	Wetaskiwin	No. 12 Iron	21.5	Edmonton, Leduc, Millet, Wetaskiwin.
			No. 9 Iron	65.5	

16	Innisfail	Markerville	No. 9 Iron	32.5	Innisfail, Markerville.
17	Innisfail	Lakeview	No. 9 Iron	71.	Innisfail, Knee Hill Valley, Milnerton, Lakeview.
* 18	Edmonton	Lacombe	No. 12 Copper	65.5	Edmonton, Leduc, Wetaskiwin.
			No. 12 Iron	46.5	Ponoka, Morningside, Lacombe.
			No. 9 Iron	64.	
19	Wainwright	Chauvin	No. 12 Copper	91.	Wainwright, Greenshields, Heath, Edgerton, Ribstone, Chauvin.
20	Edmonton	Wabamun	No. 9 Iron	131.	Edmonton, Stony Plain, Manly, Onoway, Lac Ste. Anne, Wabamun.
21	Edmonton	Vegreville	No. 12 Copper	194.5	Edmonton, Fort Saskatchewan, Lamont, Chipman, Mundare, Vegreville.
PP 22	Camrose	Provost	No. 12 Copper Phantom	260.	Camrose, Hardisty, Amisk.
				34.	Hughenden, Czar, Metiskow, Cairns, Caden, Provost.
23	Edmonton	Bon Accord	No. 9 Iron	51.74	Edmonton, Bon Accord.
24	Vegreville	Rife	No. 9 Iron	178.86	Vegreville, Richardson, Two Hills, Pulkra- beck, Duvernay, Brosseau, Lafond, Brun- elles, St. Paul, Elk Point, Dennisville, Caskey, Therien, Rife.
25	Vegreville	Mortonmoor	No. 9 Iron	152.77	Vegreville, Emery, Soda Lake, McKellar, An- drew, Shandro, Wasele, Smiths, Pakan, Pine Creek, Chahley, North Bank, Ed- ward, Wahstao, Comrie, Mortonmoor.
26	Edmonton	Lloydminster	No. 10 Copper	144.5	Edmonton, Vegreville.
			No. 12 Copper	288.74	Vermilion, Kitscoty, Lloydminster.
* 27	Lacombe	Coronation	No. 12 Copper	248.	Lacombe, Stettler, Castor, Coronation.
28	Kitscoty	Vanesti	No. 12 Iron	60.5	Kitscoty, Earlie, Moyerton, Vanesti.
* 29	Lethbridge	Taber	No. 12 Copper	73.5	Lethbridge, Taber.
* 30	Calgary	Banff	No. 12 Copper	185.5	Calgary, Cochrane, Kananaskis, Exshaw, Can- more, Banff.

REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1914.—(Continued.)

Toll Line No.	From	To	Composition	Miles	Offices
31	Red Deer	Edwell	No. 9 Iron	37.5	Red Deer, Edwell.
* 32	Calgary	Lacombe	No. 12 Copper	232.	Calgary, Lacombe.
* 33	Calgary	Lethbridge	No. 10 Copper	323.	Calgary, Lethbridge.
34	Camrose	Kingman	No. 12 Iron	38.	Camrose, Kingman.
35	Calgary	Cochrane	No. 12 Copper	1.	Calgary, Springbank, Cochrane.
			No. 9 Iron	53.5	
36	Lethbridge	Coalhurst	No. 12 Iron	24.	Lethbridge, Coalhurst.
37	Blairmore	Crabrook, B. C.	No. 12 Copper	29.5	Blairmore, Crow's Nest, Michel, Hosmer. Ferne, Cranbrook.
38	Pincher Creek	Fishburn	No. 12 Iron	30.	Pincher Creek, Fishburn.
* 39	Edmonton	Camrose	No. 12 Copper	145.	Edmonton, Wetaskiwin, Camrose.
40	Calgary	Lethbridge	No. 12 Copper	306.5	Calgary, High River, Brant, Vulcan, Cham- pion, Camrangay, Lethbridge.
41	Cardston	Glenwoodville	No. 12 Iron	85.5	Cardston, Mountain View, Caldwell, Hill- spring, Glenwoodville.
* 42	Edmonton	Wainwright	No. 12 Copper	311.	Edmonton, Tofield, Viking, Philips, Kinsella, Jarrow, Irma, Wainwright.
43	Leduc	Conjuring Creek	No. 9 Iron	33.	Leduc, Conjuring Creek.
44	Edmonton	Lawton	No. 9 Iron	141.5	Edmonton, St. Albert, Ray, Riviere Qui Barre, Seymour, Sion, Dunstable, Belve- dere, Lawton.
45	Didsbury	Three Hills	No. 9 Iron	92.	Didsbury, Sunnyslope, Three Hills.
46	Lacombe	Lousana	No. 12 Copper	105.	Lacombe, Alix, Delburne, Lousana.
47	Cardston	Kimball	No. 12 Iron	27.5	Cardston, Kimball.
* 48	Calgary	Bassano	No. 12 Copper	188.	Calgary, Strathmore, Namaka, Gleichen, Bas- sano.

* 49	Lacombe	Castor	No. 12	Copper	191.5	Lacombe, Stettler, Castor.
50	Carstairs	Carbon	No. 9	Iron	103.	Carstairs, Acme, Grainger, Carbon.
51	High River	Pekisko	No. 9	Iron	51.	High River, Pekisko.
52	Lloydminster	Oxville	No. 9	Iron	65.5	Lloydminster, Oxville.
53	Barons	Nobleford	No. 12	Iron	21.	Barons, Nobleford.
54	Sedgewick	Merna	No. 9	Iron	34.5	Sedgewick, Merna.
55	Olds	Harmattan	No. 9	Iron	32.5	Olds, Harmattan.
* 56	Lethbridge	Medicine Hat	No. 12	Copper	250.54	Lethbridge, Taber, Bow Island, Medicine Hat.
57	Edmonton	Ardrossan	No. 12	Iron	36.	Edmonton, Ardrossan.
58	Camrose	Eddberg	No. 9	Iron	64.	Camrose, New Norway, Eddberg.
59	Daysland	Hastings Coulee	No. 9	Iron	44.	Daysland, Hastings Coulee.
60	Medicine Hat	Eagle Butte	No. 12	Iron	79.	Medicine Hat, Norton, Josephburg, Elkwater, Eagle Butte.
* 61	Edmonton	Calgary	No. 10	Copper	397.	Edmonton, Calgary.
* 62	Calgary	Lethbridge	No. 10	Copper	323.	Calgary, Lethbridge.
PP 63	Calgary	Macleod	No. 9	Iron	164.	Calgary, High River, Cayley, Nanton, Parkland, Stavely, Claresholm, Macleod.
64	Lacombe	Innisfail	No. 9	Iron	39.75 81.	Lacombe, Blackfalds, Red Deer, Penhold, Innisfail.
* 65	Edmonton	Olds	No. 12	Copper	292.	Edmonton, Wetaskiwin, Lacombe, Red Deer, Innisfail, Olds.
* 66	Calgary	Olds	No. 12	Copper	112.	Calgary, Didsbury, Olds.
* 67	Edmonton	Lamont	No. 12	Copper	47.5	Edmonton, Fort Saskatchewan, Bruderheim, Lamont.
* 68	Edmonton	Entwistle	No. 12	Iron	50.5 148.	Edmonton, Stony Plain, Wabamun, Fallis, Seba, Gainford, Entwistle.
69	Medicine Hat	Bassano	No. 12	Copper	264.5	Medicine Hat, Bowell, Suffield, Carlstadt, Tilley, Brooks, Bassano.
70	Medicine Hat	Swift Current, (Sask.)	No. 10	Copper	6.	Medicine Hat, Pashley, Irvine, Walsh (Alta.)
			No. 12	Copper	73.5	and Maple Creek, Piapot, Tompkins, Carmichael, Gull Lake, Antelope, Webb, Beverley, Swift Current, Sask.

REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1914.—(Continued.)

Toll Line No.	From	To	Composition	Miles	Offices
71	Edmonton	Morinville	No. 12 Copper	15.	Edmonton, St. Albert, Morinville.
P 72	Calgary	Macleod	No. 9 Iron	11.75	
* 73	Calgary	Blackie	Phantom	118.75	Calgary, Macleod.
			No. 12 Copper	80.	Calgary, High River, Blackie.
74	Calgary	Strathmore	No. 12 Iron	39.5	
			No. 12 Iron	89.5	Calgary, Shepard, Langdon, Cheadle, Strathmore.
P 75	Calgary	Strathmore	Phantom	34.25	Calgary, Strathmore.
PP 76	Lethbridge	Stirling	No. 12 Copper	20.	Lethbridge, Raymond, Stirling.
			Phantom	23.75	
77	Taber	Chin	No. 12 Iron	30.	Taber, Barnwell, Chin.
PP 78	Lethbridge	Bow Island	No. 12 Copper	89.	Lethbridge, Taber, Purple Springs.
			Phantom	35.50	Grassy Lake, Burdett, Bow Island.
79	Medicine Hat	Bow Island	No. 12 Iron	99.5	Medicine Hat, Seven Persons, Whitla, Winnipeg, Bow Island.
80	Edmonton	Cooking Lake	No. 12 Iron	40.5	Edmonton, Cooking Lake.
* 81	Edmonton	Stettler	No. 12 Copper	298.5	Edmonton, Camrose, Edberg, Meeting Creek, Donalds, Red Willow, Stettler.
PP 82	Edmonton	Viking	No. 12 Copper	116.5	Edmonton, Tofield, Ryley, Holden.
			Phantom	42.50	Bruce, Viking.
* 83	Calgary	Lacombe	No. 12 Copper	232.	Calgary, Lacombe.
84	Calgary	Medicine Hat	No. 8 Copper	436.	Calgary, Medicine Hat.
* 85	Calgary	Bassano	No. 12 Copper	185.	Calgary, Gleichen, Bassano.
86	Calgary	Acme	No. 12 Copper	144.	Calgary, Langdon, Dalroy, Keoma, Irricana, Beiseker, Acme.

87	Gleichen	Major	No. 12 Iron	75.74	Gleichen, (luny, Queenstown, Milo, Major.
P 88	Lacombe	Stettler	Phantom	53.25	Lacombe, Stettler.
89	Calgary	Airdrie	No. 12 Iron	39.5	Calgary, Airdrie.
90	Calgary	Didsbury	No. 12 Copper	90.5	Calgary, (arstairs, Didsbury.
* 91	Calgary	Red Deer	No. 12 Copper	198.	Calgary, Innisfail, Red Deer.
* 92	Edmonton	Calgary	No. 10 Copper	397.	Edmonton, Calgary.
P 93	Edmonton	Calgary	Phantom	198.5	Edmonton, Calgary.
* 94	Lethbridge	Macleod	No. 12 Copper	84.5	Lethbridge, Macleod.
95	Lethbridge	Macleod	No. 12 Copper	3.24	Lethbridge, Monarch, Macleod.
96	Pincher Creek	Brocket	No. 9 Iron	85.76	
97	Pincher Creek	Cowley	No. 12 Iron	22.	Pincher Creek, Brocket.
P 98	Macleod	Pincher Creek	Phantom	22.5	Pincher Creek, Cowley.
P 99	Edmonton	Stony Plain	Phantom	30.75	Macleod, Pincher Creek.
100	Lacombe	Stettler	No. 12 Copper	20.5	Edmonton, Stony Plain.
101	Stettler	Castor	No. 12 Iron	27.5	Lacombe, Chigwell, Clive, Tees.
102	Macleod	Clareholm	No. 12 Iron	100.	Alix, Nevis, Erskine, Stettler.
P 103	Calgary	Bottrel	No. 12 Copper	90.5	Stettler, Botha, Gadsby, Halkirk, Castor.
104	Camrose	Daysland	No. 12 Iron	59.5	Macleod, Granum, Claresholm.
* 105	Camrose	Hardisty	No. 12 Copper	26.	Calgary, Cochrane, Bottrel.
* 106	Camrose	Sedgewick	No. 12 Iron	11.	
P 107	Edmonton	Wetaskiwin	Phantom	26.25	
108	Vegreville	Vermilion	No. 12 Iron	78.	Camrose, Ohaton, Rosenroll, Bawlf, Daysland.
109	Taber	Retlaw	No. 12 Iron	127.5	Camrose, Daysland, Sedgewick.
				46.	Lougheed, Hardisty.
				68.	Camrose, Daysland, Strome.
				63.5	Killam, Sedgewick.
				43.	Edmonton, Wetaskiwin.
				144.	Vegreville, Lavooy, Ranfurly, Innisfree, Min- burn, Manville, Vermilion.
				50.74	Taber, Retlaw.

REPORT OF LONG DISTANCE LINES TO DECEMBER 31st, 1914.—(Continued.)

Toll Line No.	From	To	Composition	Miles	Offices
110	Vermilion	Islay	No. 12 Iron	32.5	Vermilion, Islay.
111	Camrose	Alix	No. 12 Copper	112.	Camrose, New Norway, Ferintosh.
			No. 9 Iron	26.5	Dorence, Bashaw, Mirror, Alix.
112	Milk River	Lucky Strike	No. 12 Iron	68.5	Milk River, Allerston, Masinasin, Kippenville, Lucky Strike.
*113	Calgary	Swalwell	No. 12 Copper	151.5	Calgary, Beiseker, Acme, Swalwell.
*114	Calgary	Stettler	No. 12 Copper	331.5	Calgary, Beiseker, Drumbheller, Munson, Mor- rin, Rowley, Rumsey, Scollard, Big Val- ley, Stettler.
115	Camrose	Vegreville	No. 12 Copper	151.5	Camrose, Tofield, Vegreville.
116	Edmonton	Athabasca	No. 12 Copper	224.	Edmonton, Clyde, Tawatinaw, Rochester, Lewiston, Athabasca.
117	Edmonton	Barrhead	No. 12 Copper	145.	Edmonton, Morinville, Legal, Half Way
			No. 12 Iron	12.5	House, Hay Creek, Clyde, Westlock.
			No. 9 Iron	44.5	Pickardville, Hazel Bluff, Rossington, Southworth, Manola, Barrhead.
118	Lethbridge	Clareholm	No. 12 Copper	125.5	Lethbridge, Nobleford, Barons, Camangay, Clareholm.
			No. 12 Iron	58.5	Lethbridge, Macleod.
P 119	Lethbridge	Macleod	Phantom	42.25	Lethbridge, Macleod.
120	Wetaskiwin	Camrose	No. 12 Copper	63.5	Wetaskiwin, Gwynne, Bittern Lake, Camrose.
121	Wetaskiwin	Yeoford	No. 12 Iron	91.	Wetaskiwin, Westeros, Battle Lake, Yeoford.
122	Medicine Hat ...	Redcliff	No. 12 Iron	13.	Medicine Hat, Redcliff.
*123	Edmonton	Fort Saskatchewan ..	No. 12 Copper	47.5	Edmonton, Fort Saskatchewan.
P 124	Edmonton	Fort Saskatchewan ..	Phantom	23.75	Edmonton, Fort Saskatchewan.
125	Edmonton	Calgary	Morse		No intermediate offices. Simplex on L. D. 61 and 92.

*126	Edmonton	Wabamun	No. 12 Copper	88.5	Edmonton, Wabamun.
P 127	Edmonton	Leduc	Phantom	19.75	Edmonton, Leduc.
128	Manville	Saltaux	No. 12 Iron	35.	Manville, Scotstoun, Saltaux.
129	Vermilion	Wainwright	No. 12 Iron	92.	Vermilion, Currey, Larsen, Cummings, Wainwright.
130	Millet	Mulhurst	No. 12 Iron	51.	Millet, Mulhurst.
132	Coronation	Monitor	No. 12 Copper	98.	Coronation, Throne, Veteran, Loyalist, Coronation, Monitor.
P 133	Calgary	Carstairs	Phantom	36.75	Calgary, Carstairs.
*134	Calgary	Banff	No. 12 Copper	185.5	Calgary, Exshaw, Banff.
P 135	Calgary	High River	Phantom	40.	Calgary, High River.
*137	Lethbridge	Magrath	No. 12 Copper	73.5	Lethbridge, Raymond, Magrath.
138	Medicine Hat	Redcliff	No. 12 Copper	13.	Medicine Hat, Redcliff.
PP 141	Calgary	Youngstown	No. 10 Copper	239.	Calgary, Drumheller, Munson, Mecheche, Delia, Craigmyle, Hanna, Richdale, Stanmore, Scotfield, Youngstown.
143	Edson	Tollerton	Phantom	53.25	Edson, Tollerton.
145	Medicine Hat	Dunmore	No. 9 Iron	7.	Medicine Hat, Dunmore.
146	Vermilion	Angle Lake	No. 12 Iron	13.5	Vermilion, Landonville, Angle Lake.
				17.	

Total Wire Miles—16,112.88.

Total Phantom Miles—1,031.

NOTE: The No. 12 and No. 10 Copper is N.B.S. Gauge and No. 8 Copper is B.W. Gauge. The Iron Wire is B.W. Gauge in each case.

* Used to form Phantom Circuit.

P "Phantom."

PP "Part Phantom."

NUMBER OF SUB-STATIONS AT EACH EXCHANGE,
DECEMBER 31st, 1914.

<i>Switching Point</i>	<i>Exchange</i>	<i>Rural</i>	<i>Total</i>
Acme	26	57	83
Airdrie	19	119	138
Aldersyde	4	1	5
Alix	23	38	61
Ardrossan	1	14	15
Athabasca	86	29	115
Barons	35	127	162
Bashaw	25	33	58
Bassano	96	2	98
Bawlf	28	90	118
Bentley	5	69	74
Bittern Lake	2	2	4
Blackfalds	12	20	32
Blackie	23	88	111
Blairmore	206	..	206
Bon Accord	6	41	47
Botha	8	61	69
Bottrel .....	..	59	59
Bowden	14	26	40
Bow Island	36	..	36
Brooks	35	..	35
Brocket	1	..	1
Bruderheim	7	28	35
Calgary	9910	181	10091
Camrose	221	251	472
Canmore	32	..	32
Cardston	137	98	235
Carlstadt	19	..	19
Carmangay	63	116	179
Carstairs	68	163	231
Castor ..	99	54	153
Cayley	16	69	85
Champion	51	75	126
Chauvin	14	..	14
Cheadle	4	26	30
Chin	1	..	1
Claresholm	123	138	261
Clive	17	87	104
Cluny	2	..	2
Clyde	1	15	16
Coalhurst	1	..	1
Cochrane	43	154	197
Conjuring Creek .....	..	124	124
Consort	13	..	13
Coronation	78	24	102
Cooking Lake	3	..	3
Coutts	1	..	1
Cowley	9	105	114
Crossfield	37	108	145

<i>Switching Point</i>	<i>Exchange</i>	<i>Rural</i>	<i>Total</i>
Daysland	54	109	163
Delburne	17	75	92
De Winton	1	..	1
Diamond City	8	8	16
Didsbury	95	229	324
Donalda	14	94	108
Drumheller	32	..	32
Edberg	8	69	77
Edmonton .....	..	497	497
Edson	65	..	65
Edwell .....	..	54	54
Entwistle	2	..	2
Erskine	18	31	49
Exshaw	2	..	2
Ferintosh	14	33	47
Fishburn .....	..	46	46
Fort Saskatchewan	102	151	253
Gadsby	26	19	45
Gleichen	98	73	171
Granum	41	107	148
Grassy Lake	16	..	16
Gull Lake	1	..	1
Halkirk	22	63	85
Hanna	54	..	54
Hardisty	48	65	113
Harmattan .....	..	47	47
Hastings Coulee .....	..	62	62
High River	188	179	367
Holden	16	59	75
Huxley	3	17	20
Innisfail	96	112	208
Innisfree	20	..	20
Iron Springs .....	..	60	60
Irricana	13	..	13
Irvine	27	..	27
Islay	18	60	78
Killam	44	109	153
Kitscoty	16	..	16
Kneehill Valley .....	..	22	22
Lacombe	162	200	362
Lac Ste. Anne	5	..	5
Lakeview .....	..	7	7
Lamont	34	34	68
Langdon	22	56	78
Leduc	85	111	196
Legal	7	31	38
Lethbridge	1010	93	1103

<i>Switching Point</i>	<i>Exchange</i>	<i>Rural</i>	<i>Total</i>
Lloydminster	124	83	207
Lougheed	19	77	96
Magrath	80	13	93
Macleod	274	120	394
Manville	37	101	138
Markerville .....	..	39	39
Mayton	2	30	32
Medicine Hat	1014	16	1030
Meeting Creek	6	44	50
Merna .....	..	65	65
Millet	16	69	85
Milnerton .....	..	52	52
Mirror	25	19	44
Monarch	13	46	59
Monitor	12	..	12
Morinville	36	27	63
Mundare	11	18	29
Munson	31	..	31
Milk River	2	11	13
Namaka	1	..	1
Nanton	91	121	212
Nevis	2	9	11
New Dayton .....	..	50	50
New Norway	9	56	65
Nobleford	7	21	28
Ohaton	6	15	21
Okotoks	65	96	161
Ølds	118	161	279
Onoway	6	18	24
Oxville .....	..	62	62
Pakan	1	..	1
Parkland	6	33	39
Pincher Creek	169	152	321
Penhold	7	48	55
Ponoka	59	216	275
Provost	47	11	58
Ranfurly	6	34	40
Raymond	75	25	100
Redcliff	91	..	91
Red Deer .....	..	65	65
Retlaw	16	68	84
Rimbey	5	55	60
Riviere Qui Barre	10	15	25
Rosenroll	5	..	5
Ryley	17	71	88
St. Albert	30	68	98
Sedgewick	57	32	89
Shepard	1	..	1

<i>Switching Point</i>	<i>Exchange</i>	<i>Rural</i>	<i>Total</i>
Sion .....	..	23	23
Soda Lake .....	..	20	20
Springbank	2	40	42
Spring Coulee .....	..	7	7
Stavelly	28	107	135
Stettler	146	45	191
Stirling	15	10	25
Stony Plain	26	61	87
St. Paul	23	..	23
Strathmore	56	37	93
Strome	45	99	144
Sunnyslope .....	..	27	27
Swalwell	4	..	4
Taber	158	60	218
Tees	6	41	47
Three Hills	24	33	57
Tofield	69	79	148
Trochu	47	58	105
Vegreville	142	48	190
Vermilion	153	119	272
Veteran .....	..	12	12
Viking	25	40	65
Vulcan	50	44	94
Wabamun	9	27	36
Wainwright	69	..	69
Warner	32	21	53
Wetaskiwin	253	241	494
Westerose .....	..	17	17
Youngstown	36	..	36
<i>Totals</i>	18192	9322	27514

Respectfully submitted,

W. R. PEARCE,

General Superintendent.

EDMONTON, January 1st, 1915.

W. R. PEARCE, Esq.,

General Superintendent,

Buildings.

SIR,—I beg to submit the following statistical report of the Traffic Department for the year 1914:

	December 31, 1913	December 31, 1914	De- cre'se	In- crease	Remarks
Exchanges in operation	154	165		11	
Toll Offices in operation	107	139		32	
Offices closed since last An- nual Report		14			
Offices opened since last An- nual Report		57		43	
Toll Offices in operation	261	304		43	
First-class Offices in operation	36	38		2	
Offices giving continuous ser- vice	37	37			
Number of "Kootenay Tel. Lines Ltd." offices connect- ing with this system	35	35			
Number of Sask. Govt. Tel. offices connecting with this system		22		22	
Number of "other line" offices in Alberta connecting with this system	4	4			
Total number of places (cities, towns and hamlets) in Al- berta having Alta. Gov't. telephone connection	not re- ported	550			
Private branch exchanges in operation	59	61		2	
Sub-stations served by P. B. N.	1350	1682		332	Exclusive of Edmonton
Total number of "Out" Toll Calls handled for 12 mos. ending Dec. 31, 1913	1269343				
Number of "Out" Toll Calls reported handled for the 12 months ending Dec. 31, 14		1285807		16464	
'Out' Toll Call percentage in- crease 1914 over 1913				1.3	
Average daily number of 'out' toll tickets handled	3477	3523		46	
Total Departmental telegrams handled over our Simplex Circuits for the years 1913 and 1914	8024	5702	2322		Free Business
Average number of telegrams handled per month	668	475	193		Free Business

	December 31, 1913	December 31, 1914	De- cre'se	In- crease	Remarks
Offices using Morse service, 1913 and 1914	4	2	2		
*Operating cost per station per month	\$.377	\$.403		\$.026	
Operating cost per Toll Call.	.042	.045		.003	
*Operating cost per 1000 calls (local)	2.72	3.11		.39	
*Average number of calls per station per day	5.14	5.13	.01		
Number of Phantom L. D. Lines	12	12			
Number of Part Phantom L. D. Lines	8	8			
Number of Physical L. D. Lines	114	119		5	
Number of Simplex Tele- graph Lines	2	1	1		
Total number of L. D. Lines	134	139		5	
Physical L.D. Wire Mileage.	not re- ported	16113			
Phantom L.D. Wire Mileage.	1025	1031		6	
Simplex L.D. Wire Mileage.	435	199	236		

*Exclusive of Edmonton, Calgary and Lethbridge Automatic Ex-
change Subscribers.

Yours very truly,

A. W. GIBSON,

Traffic Superintendent.

EDMONTON, February 8th, 1915.

W. J. HARMER, ESQ.,

Deputy Minister of Railways and Telephones,

Edmonton, Alberta.

SIR,—I have the honour to submit herewith, the Third Annual Report of the Railways Branch of the Department of Railways and Telephones:

GENERAL RAILWAY DEVELOPMENT

The progress made in railway construction in Alberta during 1914 was very satisfactory notwithstanding adverse conditions.

The Canadian Pacific Railway constructed 249 miles of railway, the Canadian Northern Railway 17 miles, the Edmonton, Dunvegan & British Columbia Railway 109 miles, and the Alberta & Great Waterways Railway 75 miles, a total of 450 miles, which added to the mileage as at December 31st, 1913, viz., 3,647 miles, gives a total of 4,097 miles of completed railway in Alberta at the end of 1914.

While railway construction has been general throughout the whole province, the outstanding feature which deserves special mention is the tremendous gap which has been bridged between Edmonton and the fine farming country of the north. Even a year ago, a prospective settler looking towards the Peace River country as his "land of promise" had first to devise the ways and means of getting there, and even with the best equipment his journey lasted two weeks or more, depending upon his destination. Today, a settler can entrain at Edmonton and within twenty-four hours be within one day's drive of Peace River Crossing; and even this is pioneer railroading. With the improvements that naturally follow, it will not be long until the former two weeks' pilgrimage by team is changed into a comfortable over-night Pullman trip.

The same remarks apply to the country in the northeastern part of the province, but to a lesser extent, the Alberta & Great Waterways Railway not being as far advanced as the Edmonton, Dunvegan & British Columbia Railway.

It is also interesting to note that the railway mileage of Alberta (Schedule "A") has just about doubled in three years. At December 31st, 1911, there were 2,100 miles; at December 31st, 1914, 4,097 miles; an average of 666 miles per year for the last three years, or over two miles per day, excluding Sundays.

GUARANTEED RAILWAY DEVELOPMENT

I give below a statement showing the amount of construction done by the various companies in connection with their guaranteed lines:

<i>Company</i>	<i>Steel</i>	<i>Additional Grade</i>
Canadian Northern Railway	716.89	198.02
Grand Trunk Pacific Railway	259.5	
Edmonton, Dunvegan & Brit. Col. Railway	240.	50.
Alberta & Great Waterways Railway	75.	62.
Lacombe & Blindman Valley Railway		37.
<hr/>		
Total at December 31st, 1914.....	1,291.39	347.02
Total at December 31st, 1913.....	988.	280.
<hr/>		
Progress during 1914	303.39	67.02
<hr/>		

The total mileage of Executed Railway Guarantees (Schedule "D") is 2,435.97 miles. Taking the construction of 1,291.39 miles of steel and 347.02 miles of additional grade, shown above, it is found that 60% of the total work in connection with Alberta railway guarantees has been completed.

In addition, I would like to point out that it is possible for any person to take a train over every mile of the 1,291.39 miles of guaranteed lines, which are shown in the above statement as completed.

I submit herewith:

Schedule "A"—Statement of Railway Mileages 1905—1914.

Schedule "B"—Statement of Railway Mileages of the Western Provinces
1913—1914.

Schedule "C"—Statement of Guaranteed Railway Securities authorized
by the Provincial Legislature.

Schedule "D"—Statement of Guaranteed Railway Securities authorized
by the Provincial Legislature and executed by the
Government.

I have the honour to be, Sir,

Your obedient servant,

N. L. HARVEY,

Secretary.

SCHEDULE "A"

STATEMENT OF RAILWAY MILEAGES, 1905—1914

			<i>Total Mileage</i>
1905	Canadian Pacific Railway	1060	1060
1906	Canadian Pacific Railway	1061	
	Canadian Northern Railway	178	1239
1907	Canadian Pacific Railway	1106	
	Canadian Northern Railway	220	1326
1908	Canadian Pacific Railway	1106	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	40	1366
1909	Canadian Pacific Railway	1156	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	129	1505
1910	Canadian Pacific Railway	1269	
	Canadian Northern Railway	220	
	Grand Trunk Pacific Railway	293	1782
1911	Canadian Pacific Railway	1387	
	Canadian Northern Railway	329	
	Grand Trunk Pacific Railway	384	2100
1912	Canadian Pacific Railway	1480	
	Canadian Northern Railway	912	
	Grand Trunk Pacific Railway	638	
	Edmonton, Dunvegan & B. C. Ry.	25	3055
1913	Canadian Pacific Railway	1638	
	Canadian Northern Railway	1171	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Ry.	131	3647
1914	Canadian Pacific Railway	1887	
	Canadian Northern Railway	1188	
	Grand Trunk Pacific Railway	707	
	Edmonton, Dunvegan & B. C. Ry.	240	
	Alberta & Great Waterways Ry.	75	4097

SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN
PROVINCES 1913—1914

ONTARIO

(West of Port Arthur)

	December 31st. 1913		December 31st. 1914	
Canadian Pacific Railway	328		337	
Canadian Northern Railway	345		350	
Grand Trunk Pacific Railway	189	862	189	876

MANITOBA

Canadian Pacific Railway	1679		1708	
Canadian Northern Railway	1906		1993	
Grand Trunk Pacific Railway	211		213	
Great Northern Railway	238		238	
Hudson Bay Railway	86	4120	197	4349

SASKATCHEWAN

Canadian Pacific Railway	2606		2763	
Canadian Northern Railway	2092		2099	
Grand Trunk Pacific Railway	1090	5788	1135	5997

ALBERTA

Canadian Pacific Railway	1638		1887	
Canadian Northern Railway	1171		1188	
Grand Trunk Pacific Railway	707		707	
Edmonton, Dunvegan & B. C. Ry.	131		240	
Alberta & Great Waterways Ry...		3617	75	4097

BRITISH COLUMBIA

Canadian Pacific Railway	1295		1407	
Canadian Northern Railway	206		454	
Grand Trunk Pacific Railway	301		705	
Great Northern Railway	428		420	
Pacific & Great Eastern Railway..		2230	112	3098
		16,647		18,417

SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES
AUTHORIZED BY THE PROVINCIAL
LEGISLATURE

CANADIAN NORTHERN RAILWAY

LINE OF RAILWAY	GUARANTEE PER MILE	MILEAGE GUARANTEED
From Strathcona via Camrose and Calgary to Lethbridge	\$15,000	355
From Camrose to Vegreville	15,000	45
From crossing of second above line and Lit- tle Bow River, south via Macleod to the International Boundary	15,000	110
From near Macleod to Western Boundary..	15,000	65
From near Cardston to Western Boundary..	15,000	35
From Calgary via Cochrane to the east side of Rocky Mountain Park	15,000	50
From near Morinville easterly	15,000	40
From Morinville to Athabasca Landing ...	15,000	72.3
From Mile 175 of the Goose Lake Line to Munson	15,000	127.5

CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray	15,000	175
From first above line east to Lac La Biche	15,000	40
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing..	15,000	100
From Onoway northwest to Pine River Pass	20,000	250
From Oliver northeast to St. Paul de Metis	13,000	100
From Bruderheim, via Vermilion, Wain- wright and Medicine Hat to Inter- national Boundary, with a branch northwest of Vermilion to Eastern Boundary	13,000	200
From Calgary northwest to Brazeau Line..	13,000	100
From Camrose to Alsask	13,000	80
From Strathcona southwest via Cochrane to Pincher Creek	15,000	100
From Blackfalds to Goose Lake Line	13,000	118.5
From Blackfalds west to Brazeau River ...	25,000	114.07

GRAND TRUNK* PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary	15,000	201.5
From Bickerdike southwesterly	20,000	58

EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dunvegan to Western Boundary	20,000	411
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ALBERTA & GREAT WATERWAYS RAILWAY

From Edmonton to Fort McMurray	20,000	350
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CENTRAL CANADA RAILWAY

From Edmonton, Dunvegan & B. C. Rail- way north	20,000	114
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TOTAL		3,411.87
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SCHEDULE "D"

STATEMENT OF GUARANTEED RAILWAY SECURITIES
AUTHORIZED BY THE LEGISLATURE AND EXECUTED
BY THE PROVINCIAL GOVERNMENT

CANADIAN NORTHERN RAILWAY

LINE OF RAILWAY	GUARANTEE PER MILE	MILEAGE GUARANTEED	
From Strathcona via Camrose to Calgary	\$15,000	230	Completed
From Camrose to Vegreville	15,000	45	Completed
From Morinville to Athabasca Land- ing	15,000	72.3	Completed
From Mile 175 of the Goose Lake Line to Munson	15,000	127.5	Completed
From Calgary to Lethbridge	13,000	125	
From crossing of above line and Lit- tle Bow River, south via Mac- leod to International Boundary	13,000	110	
From near Macleod to the Western Boundary	13,000	65	

CANADIAN NORTHERN WESTERN RAILWAY

From Blackfalds west to Brazeau River	25,000	114.07	Completed
From Onoway northwest to Pine River Pass	20,000	100	
From Oliver northwest to St. Paul de Metis	13,000	100	
From Bruderheim via Vermilion, Wainwright and Medicine Hat to the International Boundary, with a branch northwest of Vermilion to Eastern Bound- ary	13,000	30	
From Calgary northeast to Brazeau Line	13,000	100	
From Camrose to Alsask	13,000	80	
From Strathcona via Cochrane to Pincher Creek	15,000	20	
From Blackfalds to Goose Lake Line	13,000	118.5	

GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary	15,000	201.5	Completed
From Bickerdike southwesterly	20,000	58	Completed

EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dun- vegan to Western Boundary..	20,000	350	
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ALBERTA & GREAT WATERWAYS RAILWAY

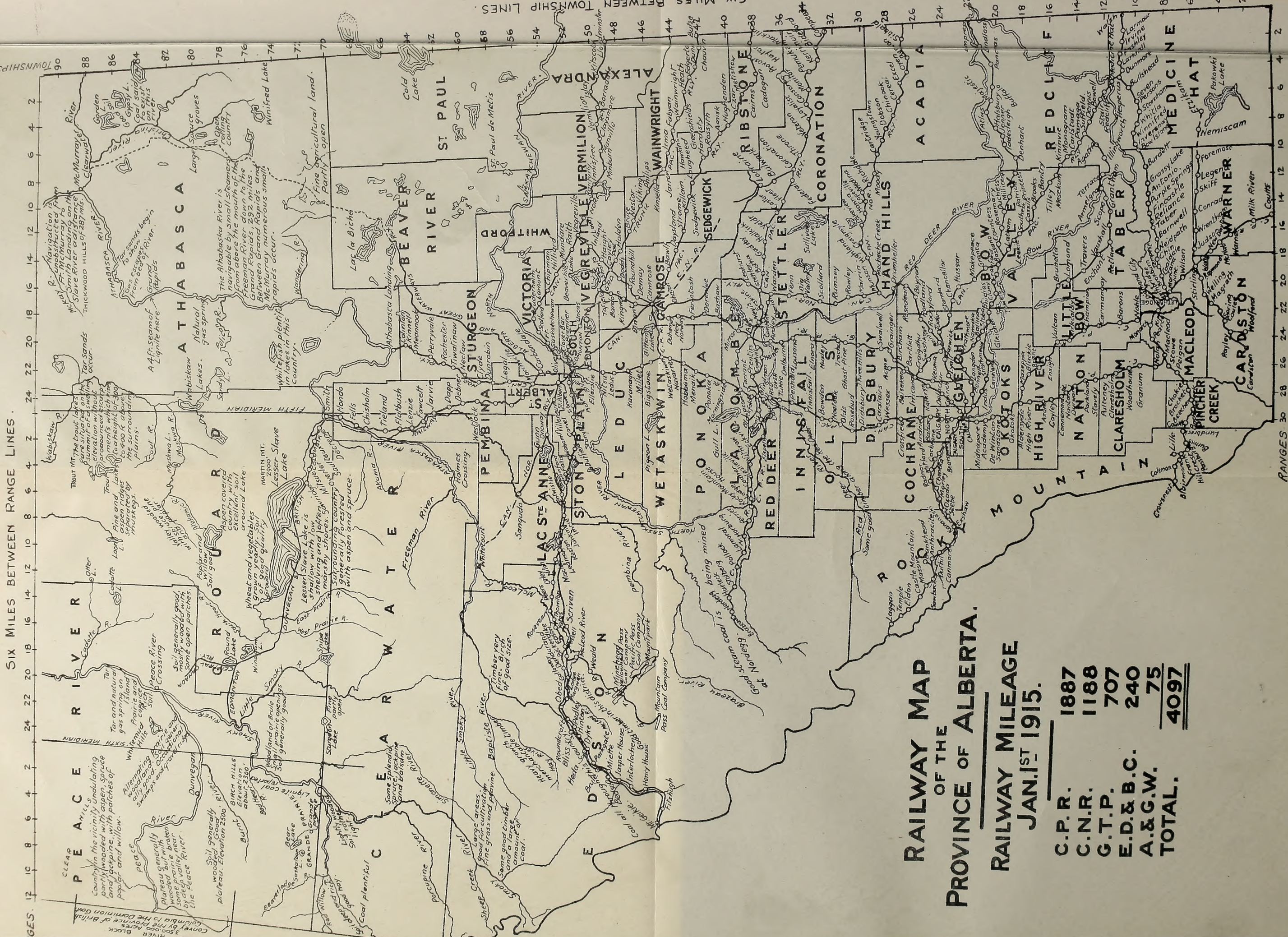
From Edmonton to Fort McMurray.	20,000	350	
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LACOMBE & BLINDMAN VALLEY ELECTRIC RAILWAY

From Lacombe west	7,000	39.1	
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TOTAL		2,435.97	
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SIX MILES BETWEEN RANGE LINES.



RAILWAY MAP OF THE PROVINCE OF ALBERTA.

RAILWAY MILEAGE
JAN. 1ST 1915.

C.P.R.	1887
C.N.R.	1188
G.T.P.	707
E.D. & B.C.	240
A. & G.W.	75
TOTAL.	4097

